

COMPASS BLUEPRINT: IMPLEMENTATION PROJECT CITY OF HIGHLAND

MARCH 2008

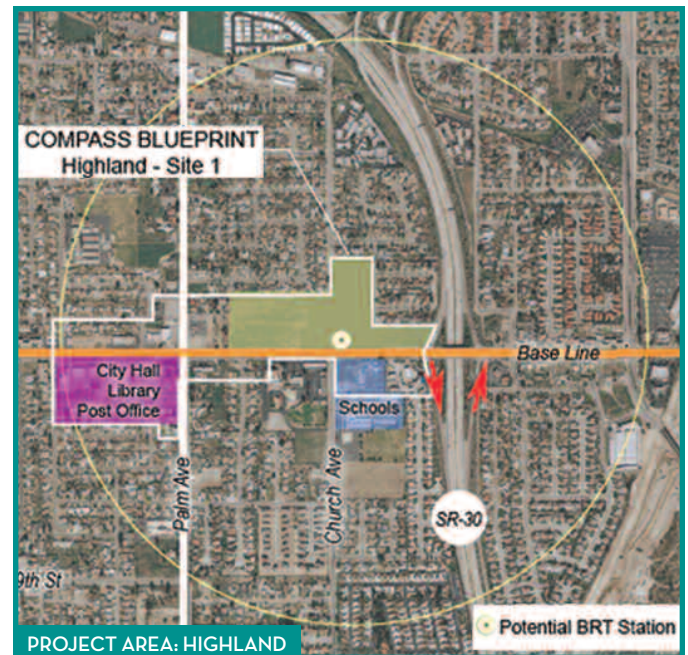


It's Time to Plan Now for Highland's Sustainable Development!

COMPASS BLUEPRINT OVERVIEW

The City of Highland is working with the San Bernardino Association of Governments (SANBAG) and the Southern California Association of Governments (SCAG) on a growth-envisioning process for San Bernardino County known as COMPASS Blueprint. Through this process, cities are encouraged to start planning for a sustainable, healthy and environmentally friendly future growth.

In September 2006, Gruen Associates was selected to lead the COMPASS Blueprint Implementation Project. The consulting team also consists of The Robert Group for public involvement, Economic Research Associates for economic analysis, and Parsons Transportation Group which is developing the Long Range Transportation Plan for San Bernardino County. The consulting team met with developers and staff in the City of Highland to discuss the importance of planning for growth that promotes pedestrian friendly mixed-use



developments in close proximity to future transportation slated for the City.

LONG RANGE TRANSPORTATION PLAN

Future transportation under consideration for San Bernardino County includes extension of the MTA Gold Line as well as Bus Rapid Transit (BRT) throughout the County. BRT combines the quality of rail transit and the flexibility of buses, and it can operate on bus lanes, HOV lanes, expressways, or ordinary streets. A BRT system combines a simple

COMPASS Blueprint promotes development supportive of improved transportation mobility and access; livable and desirable communities; environmental quality; and economic vitality, while supporting and preserving existing stable residential neighborhoods.



EXAMPLE: BRT

route layout, frequent service, limited stops, passenger information systems, traffic signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, high-quality passenger facilities, and integration with land-use policy.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

In preparation for these future transportation projects, the COMPASS team is working with the City of Highland to study an opportunity site that could be developed to accommodate Transit Oriented Development. TOD is the creation of compact, walkable communities centered around high quality transit systems. This makes it possible to live a higher quality life without complete



EXAMPLE: ORENCO STATION, PORTLAND

dependence on a privately owned vehicle for mobility. Typical characteristics of a TOD within one-half mile of a station are:

- An attractively designed transit station with pedestrian amenities
- Diverse uses such as residential, retail, office, entertainment and recreational facilities
- Higher development intensity near the transit station tapering off near the edges
- Interconnected network of streets
- Parking behind buildings

CITY OF HIGHLAND TOWN SQUARE CONCEPT

The overall vision for the site being studied in Highland is a Mixed-Use Town Center, which will be served by BRT along Base Line in the future. In the City’s General Plan, the Town Center is envisioned as a mixed-use, vibrant, attractive place where residents can reside, shop, eat, socialize, relax and run daily errands.



EXAMPLE: BRT, SAN FERNANDO VALLEY



EXAMPLE: DOWNTOWN BREA

The approximately 17.5-acre vacant Town Center site for this study is located on the north side of Base Line west of SR-30/210 on and off ramps. The site has excellent vehicular access plus local bus access along Base Line and Palm Avenue.

STAKEHOLDER INTERVIEWS

The COMPASS team met with city staff, elected officials, local Native American tribes and two

owners of the proposed site to explain the City of Highland's vision for a TOD community and to hear their ideas on how the site could be developed. All stakeholders were interested in seeing TOD carried out and were excited about the opportunity to have a Town Center where they could eat, shop, find entertainment, host cultural events and also live.

CONCEPTS FOR THE SITE

The COMPASS team presented two alternative concepts to the Planning Commission and Design Review Board on July 17, 2007. Overall, the Commission and Board were in favor of a TOD community and the Town Center concept. Based on their comments, an overall land use and site concept was developed for the Town Center which could be phased. For the early phases the Town Center could be developed with a mix of uses and surface parking. Later when the market changes and BRT transit is available, the intensity of development would increase up to a total of approximately 500,000 square feet of space for retail, office, and residential, shown in Phase 2.

Concepts for the Town Center include two- and three-story mixed-use buildings as the focal point



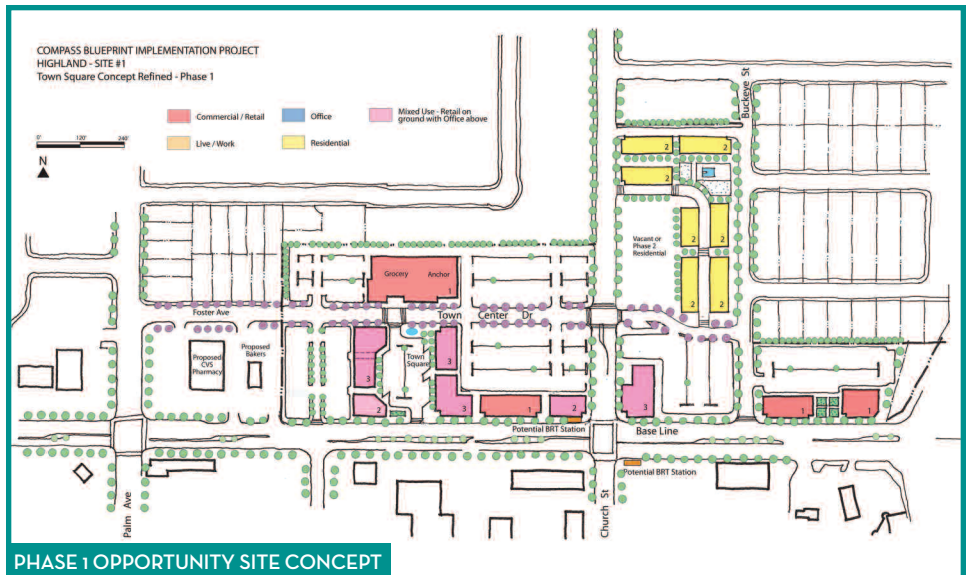
EXAMPLE: VILLAGE WALK, CLAREMONT

with wide landscaped sidewalks, a public gathering space with an interactive fountain for children, public seating areas, decorative planters, bicycle racks, and other pedestrian amenities. Also, within the Town Square, two bays of landscaped surface parking would allow for access to the shops throughout the day and be able to accommodate special events such as a farmer's market, movies, cultural events and other outdoor activities. The ground level would host restaurants with outdoor eating, retail, and coffee shops while offices and residential would be located above.

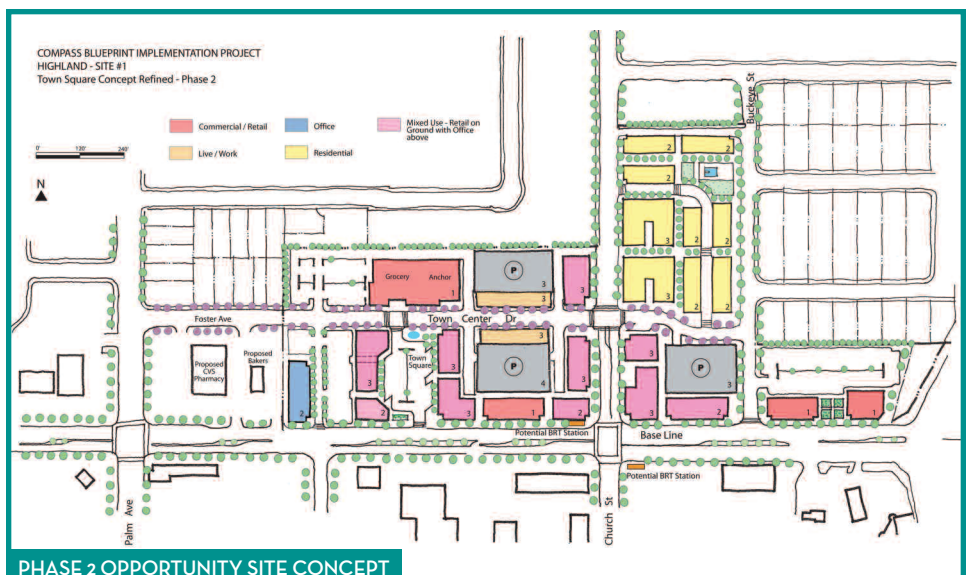
By planning now for future transportation and TOD, the City of Highland can develop into a sustainable City. Highland has the opportunity to set an example throughout San Bernardino County and Southern California for smart growth.



EXAMPLE: PUBLIC GATHERING SPACE, AND AN INTERACTIVE FOUNTAIN



PHASE 1 OPPORTUNITY SITE CONCEPT



PHASE 2 OPPORTUNITY SITE CONCEPT

CONTACT INFORMATION

For more information and to obtain a copy of the full working paper on this study for the City of Highland, please contact:

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